



Australian Government
Civil Aviation Safety Authority

Instrument number CASA EX136/16

I, GERARD JOHN CAMPBELL, Safety Assurance Senior Manager, Aviation Group, a delegate of CASA, make this instrument under regulation 11.160 of the *Civil Aviation Safety Regulations 1998 (CASR 1998)*.

[Signed G.J. Campbell]

Gerard J. Campbell
 Safety Assurance Senior Manager
 Aviation Group

26 August 2016

Exemption — from standard take-off and landing minima (Titan Airways Limited)

1 Duration

This instrument:

- (a) commences on 1 September 2016; and
- (b) is repealed at the end of 31 August 2019.

2 Definitions

In this instrument:

ATC means air traffic control.

CAT means category, and refers to the various categories of precision approach operations mentioned in this instrument.

DH means decision height.

LVO means low-visibility operation.

LVP means low-visibility procedures applied by ATC at an aerodrome for protecting aircraft operations during conditions of reduced visibility or low cloud.

M/M means the particular make and model of an aircraft.

RVR means runway visual range.

3 Application

This instrument applies to Titan Airways Limited of the United Kingdom, Aviation Reference Number 1003780 (the *operator*), in respect of an aircraft mentioned in Schedule 1 when:

- (a) ATC is in operation; and
- (b) ATC has informed the pilot of the aircraft that LVP are in force.

4 Exemption

The aircraft, when operating at an aerodrome, is exempt from compliance with regulation 257 of the *Civil Aviation Regulations 1988 (CAR 1988)* in relation to the take-off and landing meteorological minima determined by CASA under subregulation 257 (1) of CAR 1988.

Note Details of the determination are set out in the AIP.

5 Conditions

For regulation 11.205 of CASR 1998, the exemption is subject to the following conditions:

- (a) the aircraft must comply with the meteorological minima for LVO set out in Schedule 1;
- (b) the requirements for LVO mentioned in Schedule 2 must be complied with.

Schedule 1 Operating minima for LVO

Low-visibility take-off minima

- 1 When taking-off, an aircraft mentioned in column 2 of an item in Table 1 has the meteorological minima in column 3 of the item.

Table 1: Low-visibility take-off minima

Item	Aircraft M/M (Column 2)	Take-off Minima (Column 3)
1	B767-300ER	150 m
2	B757-200	125 m

Low-visibility approach minima

- 2 When conducting the approach operation mentioned in column 2 of an item in Table 2, an aircraft mentioned in column 3 of the item has:
 - (a) the RVR meteorological minima in column 4 of the item; and
 - (b) the DH minima in column 5 of the item.

Table 2: Approach minima and requirements

Item	Aircraft M/M (Column 2)	Approach operation (Column 3)	RVR minima (Column 4)	DH minima (Column 5)
1	B757-200, B767-300ER	CAT II	300 m	100 ft
2	B757-200, B767-300ER	CAT IIIA	200 m	50 ft
3	B757-200, B767-300ER	CAT IIIB	75 m	No DH minima

Schedule 2 Requirements for LVO

Operating minima and procedures

- 1 The requirements for conducting LVO are the more restrictive requirements of:
 - (a) this instrument; and
 - (b) the operator's LVO minima and procedures authorised by the Civil Aviation Authority of the United Kingdom.

Approach ban

- 2 For landings, the following approach ban rules apply:
 - (a) when making an approach, the pilot in command of the aircraft must not continue beyond 1 000 ft above aerodrome elevation if a controlling zone RVR is reported by ATC as continually less than the specified minimum for the approach;
 - (b) if, after passing 1 000 ft above aerodrome elevation, a controlling zone RVR is reported by ATC as falling below the specified minimum, the pilot in command of the aircraft may continue the approach to the minima.
-